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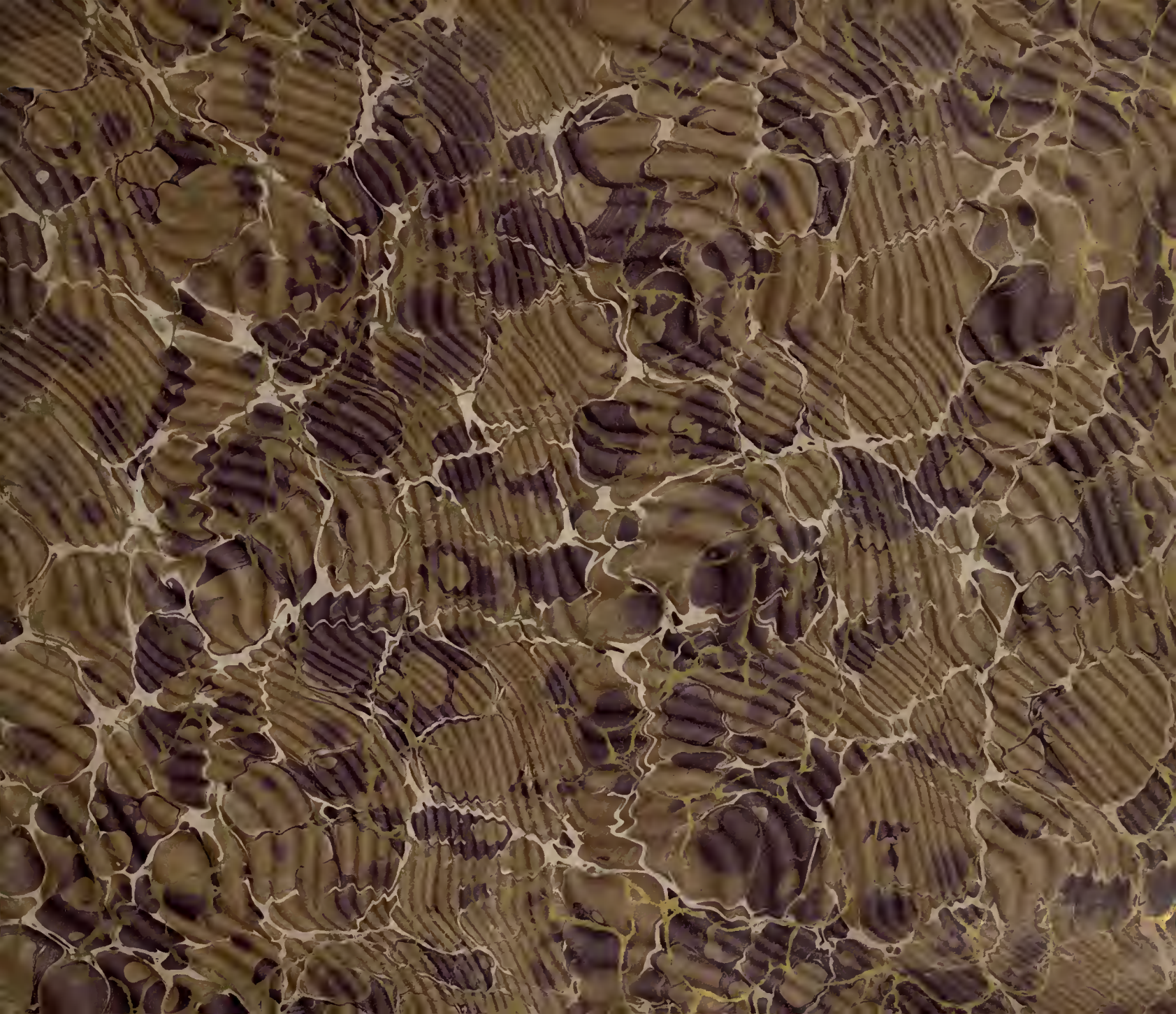




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To Father,
from Walter.

A Merry Christmas,
Dec. 25th, 1901.

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Enthroned near the crest of the continent, environed by natural resources unlimited in variety and extent, Denver, with serenity and absolute confidence, will steadily and irresistibly fulfil her manifest high destiny.

DENVER

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BY PEN AND PICTURE



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Descriptive Text by Thomas Tonge
Engravings and Wash Drawings by the
Williamson-Haffner Engraving Co., Denver
Printing and Binding by the
Capron-Stott Printing Co., Denver

Denver
Frank S. Thayer
Publisher
1898



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L'ENVOI.

Denver is the geographical, railroad, financial, commercial, smelting, manufacturing, educational and social centre and "general hub" not only of Colorado, but of the entire Trans-Missouri country.

Colorado alone equals in area the whole of New England and the State of New York put together, with greater and more varied resources than any State in the American Union, but the country tributary to Denver (and within which Denver has no possible rival for 600 miles in any direction) extends far beyond the State of Colorado and practically embraces the whole of the territory west of the Missouri River, with an area considerably greater than the whole of the German Empire.

In this vast region every new mine worked, every fresh acre cultivated, every new orchard planted, every new quarry opened, every herd of cattle or flock of sheep turned out to graze, and every manufacturing enterprize started, re-acts beneficially on and sends new life-blood to the heart—Denver.

Denver stands unrivalled in either hemisphere for its combination of advantages as a place of residence, as a field for investment, as a place of unusually rapid but solid growth, as a smelting centre, as a city with unlimited and varied undeveloped resources at its back, as an increasing manufacturing centre, and as a cosmopolitan, energetic and enterprising community; while its past history, present position and future prospects undoubtedly destine it to be one of the four great cities of the United States.

The above assertions may at first sight appear exaggerated or startling. The succeeding pages of this book, however, demonstrate that such assertions are made advisedly, as they are founded on facts.

HISTORICAL SKETCH OF DENVER.

*"Upon what meat doth this our Denver feed
That she is grown so great?"*

A stranger arriving in Denver at the end of a railroad journey of 600 miles over the plains from the Missouri River, as he realizes the size of the city, usually involuntarily asks himself—What justifies the existence of Denver? Is it not already too large? Can it be possible that the city will continue to grow?

Thorough investigation, however, demonstrates that Denver is the natural and inevitable outcome or product of the development of Colorado and the surrounding States and Territories. So far from being too large, it will continue to grow proportionately to the development of the surrounding country.

1859–1870. The Denver of 1859 was a very primitive frontier settlement 700 miles west of the nearest railroad point, the pioneers having been attracted by the discovery of placer gold in the local streams. The operation of such placers and the discovery and operation of gold bearing fissure veins in Gilpin, Clear Creek, Boulder, and other counties found Denver in 1870 with 4,731 people.

1870–1880. The building of railroads, the great development of gold and silver mining, the exploiting of the coal fields of the State, the construction of irrigating canals, the vast extension of the cultivated area, the planting of orchards, the establishment of factories, etc., found Denver in 1880 with a census population of 35,628.

1880–1890. The further rapid development of the vast and varied resources of the State in all lines found the census population of Denver proper, exclusive of adjacent suburbs, 106,713 in 1890.



State Capitol.

1890-1898. The collapse of Argentine securities and the Baring failure in London in 1890, followed by the Australian collapse, the closing of the Indian Mints and the repeal in 1893 of the silver purchasing clause of the Sherman Act, resulted in financial stringency and commercial depression and stagnation throughout America and the civilized world. In this Denver shared and to that extent her wonderful growth was temporarily checked, although her population today, according to the conservative estimate of the compilers of the Denver City Directory, is about 165,000. From 1890 to 1893 Denver somewhat outgrew the State, but from 1893 to 1898 the State has outgrown Denver, and all indications now point to renewed and decided growth on the part of the city. Since 1859 she has passed through several similar evil periods, and in each case the result proved that she had simply been gathering her strength for another period of abnormal growth, progress and prosperity. The present and future great development of gold mining throughout Colorado, and other causes, indicate that Denver will double in population within the next ten years.

The Hon. William Orton, long president of the Western Union Telegraph Co., and a member of the governing committee of the New York Stock Exchange, visited Denver years ago on official business in company with the president of the Kansas Pacific Railway Co., and inspected every point in the State accessible by car, traveling only by day. On his return to New York he delivered an address, in which he took occasion to say that, in his opinion, "The four great cities of this continent are to be New York, Chicago, Denver, and San Francisco."



City Hall.

DENVER AS A MANUFACTURING CENTRE.

"Clamorous labor knocks with its hundred hands at the golden gate of the morning."—Newman Hall.

Factories follow population westward.

In 1870 the manufactures of Denver did not exceed \$250,000 per annum.

In 1897 the output of Denver's manufacturing enterprises, including the three great smelters, was \$40,000,000.

The smelters of Denver, though running mainly on Colorado ores, receive considerable quantities of ore from the entire mining country extending from British Columbia to the Republic of Mexico.

Denver concerns manufacture mining and ore treatment machinery extensively and ship same to the mining districts of all the Rocky Mountain States; also to Alaska, British Columbia, Mexico, Central and Southern America, and other countries.

Denver-made cotton fabrics are extensively exported via the Pacific ports.

Denver possesses the following requisites as a great manufacturing centre :

FIRST : — Abundant and suitable raw materials, readily accessible. SECOND : — Cheap fuel. THIRD : — Abundant intelligent and skilled labor. FOURTH : — Ever growing market in its tributary country.

There is now a growing disposition on the part of the railroads to regard Denver as an originating and distributing point rather than as mainly a consuming point, and present indications are that the manufacturing industries of Denver will witness great development.

The leading industries are brewing, tanning, chemicals, clay goods, flouring, foods, leather, metal, packing, paints, paper, sewing, smelting, soap, stone, textile, wood, etc.



Sulphide Fibre Works.
Paper Mills.

Sewer Pipe and Clay Works.

Gas Works.
Western Chemical Works.

DENVER AS A FINANCIAL AND COMMERCIAL CENTRE.

"Wealth in our country must long be, and properly is, a great measure of force; and by force I mean character, talent, activity and mental leverage."—Donald G. Mitchell.

Denver is by far the leading banking centre between the Missouri River and the Pacific Ocean.

In March, 1892 (the year before the great panic of 1893), eleven National banks and four State banks in Denver had \$22,000,000 of deposits. In February, 1898, nine National and State banks and one trust company had \$26,000,000 of deposits, since further increased.

While numerous country banks keep considerable balances with the Denver banks and the Denver banks carry the requisite amount of Government bonds, Denver is not yet technically a "Reserve City," but its becoming so is only a matter of time, depending entirely on the option of the Denver banks themselves.

Denver is the western headquarters of all the great insurance companies, mortgage and investment companies, irrigation companies, etc., doing business in Colorado and surrounding States and Territories, as well as the headquarters of the smelting and ore treatment companies and the great majority of the mining companies operating in Colorado.

Denver's larger business blocks built to accommodate the numerous companies and firms, comprise the following:—the Equitable Building, nine stories, white tile brick and granite, cost \$2,000,000; the Boston Building, eight stories, red sandstone, cost \$400,000; the Ernest and Cranmer Building, eight stories, stone and red pressed brick, cost \$400,000; Cooper Building, eight stories, granite and red pressed brick, cost \$225,000, and numerous others.



Looking Down Seventeenth Street.

Recognizing the fact that Denver is the eastern gateway of the great gold producing districts of Colorado and the whole Rocky Mountain region, the United States Government is now building at Denver a Coinage Mint to cost \$500,000, which will furnish local employment to a large number of people. The country tributary to Denver, including Colorado, Utah, Wyoming, Idaho, Montana, New Mexico, Arizona and Nevada, will then send all or most of its gold to Denver. The new Coinage Mint will inevitably be a Government Sub-Treasury and will probably result in Denver having the disbursing office of the pensions now distributed at Topeka, Kans. In the event of the increased use of silver as money, the entire future coinage of silver will probably take place at Denver. The Coinage Mint will therefore have a very marked effect on Denver as a financial centre.

Denver has a comparatively large number of exceptionally fine retail stores, in this respect, probably, excelling any city of its size in the country. It also does a considerable wholesale or jobbing business with the tributary country, which business, however, is not nearly so large as the geographical location of the city fully warrants, owing to the peculiarities of existing railroad freight rates.

The Denver Chamber of Commerce has 450 members, and among its various objects are the promotion of the trade and commerce of Denver and the development of Colorado generally. The Chamber, in connection with the Denver Traffic Bureau Association, is working to obtain such equitable freight rates as the geographical location of the city fairly justifies, the granting of which by the railroads (certain, sooner or later) will materially increase the commerce of the city.

The daily papers of Denver are metropolitan in character and enterprise, and publish all financial and commercial news simultaneously with the dailies of New York and other Eastern money centres.



Federal Building and Post Office.

DENVER AS A RAILROAD CENTRE.

"A city of cheerful yesterdays and confident tomorrows."

In ancient times all roads led to Rome. In Western America all railroads lead to Denver.

In 1859 Denver was over 700 miles west of the nearest railroad. In June, 1870, the first railroad reached Denver, being the Denver Pacific, connecting with the main line of the Union Pacific at Cheyenne. In August, 1870, the Kansas Pacific Railroad also reached Denver.

Colorado now contains 5,000 miles of railroad, all radiating from Denver and furnishing easy access, from Denver as the "hub," to practically every farming and mining district in the State.

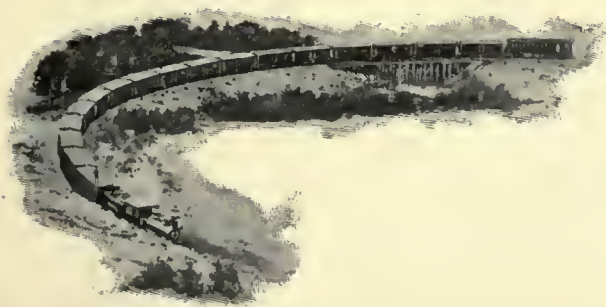
Eight "trunk lines" run regular daily trains into Denver, viz.: the Atchison, Topeka & Santa Fe Railway, the Burlington & Missouri Railway, the Chicago, Rock Island & Pacific Railway, the Colorado Midland Railway, the Denver & Rio Grande Railroad, the Missouri Pacific Railway, the Union Pacific Railway, and the Union Pacific, Denver & Gulf Railway.

The above railways and their connections (as for instance, the Denver & Rio Grande Railroad with its western connection, the Rio Grande Western Railway to Salt Lake City, and the Union Pacific Railway with its eastern connection, the Chicago & Northwestern Railway to Chicago) represent an aggregate of over 26,000 miles of railroads radiating from Denver.

By means of such railroads Denver's geographical trade territory is the entire country between the Missouri River and the Pacific, and between British Possessions and the



Union Depot.



Mexican Republic. With equitable freight rates this geographical trade territory would largely actually belong to Denver.

By means of such railroads Denver is within twenty-eight hours of Chicago and fifty-two hours of New York.

By means of such railroads Denver is increasingly becoming a "summer resort" for the refugees from the "heated term" in the Middle, Eastern and Southern States, and a "winter resort" for the refugees from the inclement winters of New England and other sections of America.





Sixteenth Street Viaduct and Cattle Yards.



REPRESENTATIVE DENVER CITIZENS BORN IN NEW ENGLAND.



JULIUS B. BISSELL, (Connecticut),
Judge of the Colorado Court of Appeals.



RIGHT REV. JOHN F. SPALDING, D.D., (Maine),
Episcopal Bishop of Colorado.



HENRY R. WOLCOTT, (Massachusetts),
Capitalist.



WILLIAM SCOTT LEE, (Vermont),
ex-Mayor of Denver; President New England
Association of Colorado.



COLONEL GEORGE E. RANDOLPH, (Rhode Island),
ex-General Manager Denver City Railroad Company.



AARON GOVE, (New Hampshire),
Superintendent of Denver Schools since 1874.

REPRESENTATIVE DENVER CITIZENS BORN IN NEW YORK.



WALTER S. CHEESMAN, (Long Island),
President Denver Union Water Company.



NATHANIEL P. HILL, (Orange County),
ex-U. S. Senator; Proprietor Denver Republican;
General Manager Boston & Colorado Smelting Co.



DAVID H. MOFFAT, (Orange County),
President First National Bank; President Inter-
national Trust Company.



LUTHER M. GODDARD, (Wayne County),
Justice Supreme Court of Colorado.



RODNEY CURTIS, (Broome County),
President Denver Consolidated Traction Company.



HENRY M. TELLER, (Alleghany County),
United States Senator.

DENVER AS AN EDUCATIONAL CENTRE.

"A man cannot leave a better legacy to the world than a well educatea family."

— Rev. Thomas Scott.

Denver is noted for the excellence of its public school system and of its public school buildings.

Within the city limits of Denver are fifty primary or grade schools with an aggregate average daily attendance of 22,000 pupils, whose studies are supervised by 400 teachers. Such school buildings and sites represent in value \$2,500,000. Included in the above are twenty kindergartens with over 1,000 pupils.

Three large high schools, representing a cash value of \$500,000, dispense learning to 2,100 young men and women, employing over fifty teachers; and in addition there is the Manual Training High School, which cost \$90,000, and has 365 pupils and fifteen teachers.

There are in Denver two free public libraries with 70,000 volumes.

The local private school list comprises the following:

The University of Denver, (Methodist).

Jarvis Hall, (Episcopalian) for boys.

Wolfe Hall, (Episcopalian) for young ladies.

Loretto Heights Academy and St. Mary's Academy, both Catholic schools for girls.

Sacred Heart College under the Jesuit Fathers, for boys.

Westminster University, (Presbyterian) a very fine building on a very fine site, but not yet open.

Woman's College, (Baptist) also not yet open.



High School, District No. One.

There are several medical schools, viz.: The Gross Medical College; a second under the control of the Denver University; a third known as the Homœopathic Medical College. There is also a Law School in connection with the Denver University.

Readily accessible to Denver students are:

The State University at Boulder.

The State School of Mines at Golden.

The State Agricultural College at Fort Collins.

The State Normal School at Greeley.

Colorado College at Colorado Springs.

"There are thousands of young men and women in the United States, outside of the Rocky Mountain region, ambitious to pursue higher and professional studies, who are prevented by the climatic conditions where they reside. In Colorado a very large percentage of them would regain their health and at the same time be able to complete their education."—*President James H. Baker, Colorado State University.*

"Colorado is a fine State for a student. The climatic conditions are exceedingly favorable to study. It is the experience of both students and teachers that a larger amount of work can be accomplished in a given time here than at the lower altitudes. Many students break down elsewhere, but find themselves able to carry on their work in Colorado with perfect health."—*Chancellor Wm. F. McDowell, University of Denver.*





High School, District No. 17.



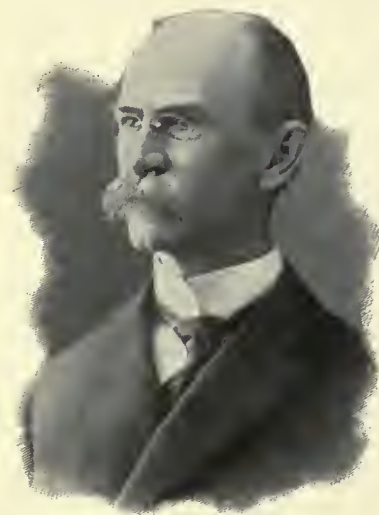
REPRESENTATIVE DENVER CITIZENS BORN IN THE SOUTHERN STATES.



FRANK TRUMBULL, (Missouri),
Receiver Union Pacific, Denver & Gulf Railroad.



JAMES B. GRANT, (Alabama),
Vice-President Omaha & Grant Smelting Co.;
Ex-Governor of Colorado.



CHARLES S. THOMAS, (Georgia),
Lawyer.



JOSEPH A. THATCHER, (Kentucky),
President Denver National Bank.



JOHN F. SHAFROTH, (Missouri),
Member of Congress for Colorado.



GEORGE W. BAXTER, (Tennessee),
President Western Live Stock & Land Co.;
Ex-Governor of Wyoming.

DENVER AS A SOCIAL CENTRE.

"Society is a strong solution of books. It draws the virtue out of what is worth reading as hot water draws the strength of tea leaves."

— Oliver Wendell Holmes.

Denver is deservedly celebrated for its social life, clubs and places of amusement.

The Denver Club is a massive stone structure, which cost \$250,000, the members consisting of prominent business men and capitalists.

The Denver Athletic Club is one of the finest in the country, the building and equipment costing \$225,000 and has a large membership.

The University Club is a beautiful building of white and gray tile brick in the Colonial style of architecture. It has a membership of several hundreds of college men.

The Progress Club has an elegant club house built of undressed lava stone.

The Woman's Club of Denver is one of the most progressive and active organizations in the city, with a membership of 1,000 educated, refined women. Its numerous meetings now take place in Unity Church pending the erection of a suitable club house.

The Denver Wheel Club, with several hundred members, recently erected a commodious club house. The Arapahoe Wheel Club, The Ramblers and the Y. M. C. A. Wheel Club also have comfortable club rooms.

The Tabor Grand Opera House, seating capacity 1,500, was built in 1880 and has few superiors in America. The Broadway Theatre, seating capacity 1,650, was built in 1890. These houses are regularly supplied by the best operatic and theatrical companies. There are two other theatres—the Lyceum and Orpheum.



The Denver Club.

Denver is amply provided with spacious, well equipped and well kept public parks. The two largest are the City Park, 320 acres, and Congress Park, 160 acres (the latter the gift of Congress to the city) on the highest point of Capitol Hill, commanding a view of 200 miles of mountains, many of them over 13,000 feet high. The others are Lincoln Park, Dunham Park, Chaffee Park, etc. In the City Park and Lincoln Park military bands give high class concerts on summer evenings.

Suburban resorts in private hands are: Elitch's Gardens (including zoological collection, theatre, etc.); Manhattan Beach (including zoological collection, theatre and lake); Rocky Mountain Lake, Berkeley Lake, Arlington Park, etc. At the last named park the amusement known as "Shooting the Chutes" has been inaugurated.

Social life in Denver finds its acme of activity in and through the Women's Clubs, of which there are more than 100—social, literary, educational, musical, etc.





The University Club.



Denver Athletic Club.

REPRESENTATIVE DENVER CITIZENS BORN IN OHIO.



R. H. McMANN, (Mansfield),
Banker.

WILLIAM N. BYERS, (Madison County),
Founder of Rocky Mountain News in 1859.

SAMUEL H. ELBERT, (Logan County),
Ex-Governor of Colorado; Ex-Chief Justice
of Supreme Court of Colorado.

CHARLES B. KOUNTZE, (Osnaburg),
President Colorado National Bank.

ELI M. ASHLEY, (Portsmouth),
President Western Chemical Co.

JOHN W. NESMITH, (Chillicothe),
President Colorado Iron Works.

DENVER AS A HEALTH RESORT.

*"Ah! what avail the largest gifts of Heaven,
When drooping health and spirits go amiss."—Thomson.*

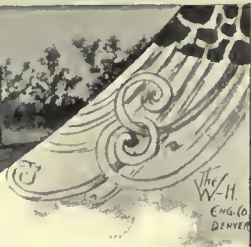
The climate of Denver has been the magnet which has drawn to her more of her residents and wealth than any other single attraction.

From daily observations taken by the late F. J. B. Crane of Denver, it is shown that from July 20, 1872, to February 22, 1885, there were but thirty-two days on which the sun failed to appear. From October 30, 1879, to February 5, 1881, not a day passed upon which the sun was obscured during the entire time.

According to the observations of the United States Signal Service Bureau the average temperature of Denver is 49.1° (the average maximum being 79.2° and the average minimum 19.7°); the average rainfall or melted snow, 14.95 inches; the average number of days per annum on which rain or snow fall, 81; average number of sunny days, 340.

Doctor Solly, Colorado Springs, in his recent standard work, "Medical Climatology," says: "In Denver the direct rays of the sun usually melt the snow in a few hours, and the ground lies dry and unfrozen nearly all the winter. Denver's advantages as a winter resort should be better known."

Captain Glassford, Signal Officer, U. S. Army, says: "The altitude of Denver and the dryness of the climate minimize the heat to the extent of 22° ; in other words, from the recorded temperature subtract 22° to find the real, sensible summer heat. The Denver summer corresponds, as to the feelings of those who pass through it, to that of Manitoba, the Thousand Islands, the Adirondacks, or the White Mountains. When the published



Views in City Park.

record of the heat in Boston, New York, Washington, St. Louis and Chicago is above 100°, it is simply unbearable; while the same recorded temperature at Denver, is attended with little discomfort. Why? Because, in the East moisture is present to a very considerable extent in the atmosphere, while in Denver it is almost absent." The altitude and dryness equally minimize the cold of winter.

Dr. Carl Ruedi, Davos Platz, Switzerland, says: "Colorado has natural advantages and climatic conditions which equal or surpass the best European health resorts." As a matter of fact, there is an ever increasing colony in Denver and Colorado of European semi-invalids, who, after trying Davos for a while, have come to Denver and Colorado permanently.

Dr. Charteris, Professor of Therapeutics and Materia Medica, Glasgow University, says: "My autumn holiday has enabled me to visit Colorado and I am convinced that in its pure, dry air many patients who linger at home only to die might there get better and work and do well."

Dr. C. T. Williams, Senior Surgeon of the Brompton Hospital for Consumption and Chest Diseases, ex-President of the Royal Meteorological Society, and ex-President of the Medical Society of London, says: "The climate of Colorado is dry and sunny, with bracing energizing qualities, permitting out door exercises every day all the year round, the favorable results of which are seen in large numbers of former invalids whom it has rescued from the life of invalidism and converted into healthy, active workers."

Denver in 1897 had the lowest death rate of any city of its size in America, viz., 11.24 per 1,000, per annum. Deducting the number of deaths from consumption contracted elsewhere, the death rate was 9.34 per 1,000 population.



"The Home."

Dr. J. A. Lindsay, an eminent authority, says: "The most notable advance in the treatment of consumption achieved during the present century has unquestionably been the rapid progress in public and professional favor of the high altitude sanatoria."

Sir Andrew Clark, the celebrated specialist of London, knighted by the Queen in recognition of his professional eminence, says: "I am as sure as I can be that recoveries from phthisis, judiciously treated at high altitudes, are much more numerous and much more lasting than those treated by any other method at any other place."

Dr. Burney Yeo, London, the author of "Climate and Health Resorts," says: "In selecting a climate for a consumptive, the first question which occurs to us is the inquiry as regards the proportion of pleasant, sunny days in which out door exercise can be safely enjoyed. The first desideratum is a large proportion of fine, sunny weather. In all such cases (consumption) there is one essential and predominating condition to be fulfilled, as we have already said, and that is the selection of a climate in which an out door life in fresh, pure air can be largely followed." Denver exactly supplies the conditions laid down by Dr. Yeo.





Arapahoe County Court House.

REPRESENTATIVE DENVER CITIZENS BORN IN VARIOUS STATES.



WOLFE LONDONER, (New York),
Ex-Mayor of Denver; Merchant.

ALVA ADAMS, (Wisconsin),
Governor of Colorado.

PLATT ROGERS, (New Jersey).
Ex-Mayor of Denver; Ex-Judge of District Court.

D. H. DOUGAN, (Michigan),
National Bank of Commerce.

MOSES HALLETT, (Illinois),
Judge of U. S. District Court.

THOMAS S. McMURRAY, (Philadelphia),
Mayor of Denver.

REPRESENTATIVE DENVER CITIZENS BORN IN VARIOUS STATES.



CHESTER S. MOREY, (Wisconsin),
Merchant and Manufacturer.

LAFE PENCE, (Indiana),
Ex-Member of Congress for Colorado.



EDWARD O. WOLCOTT, (Massachusetts),
United States Senator.



JOEL F. VAILE, (Indiana),
Lawyer.



SIMON GUGGENHEIM, (Philadelphia),
General Manager Philadelphia Smelting and Refining Co.



E. B. FIELD, (Massachusetts),
General Manager Colorado Telephone Co.

DENVER'S AGRICULTURAL EMPIRE.

"A goodly land, a land of brooks of water, of fountains and depths that spring out of valleys and hills, a land of wheat and barley and melons and fruit trees; a land where thou shalt eat bread without scarceness; thou shalt not lack anything in it.— Deut. viii: 7-9." (Revised Version.)

The development of agriculture in Colorado since 1880 has been the wonder of Western civilization and has been accomplished by means of artificial irrigation.

In 1880 there were only 600 miles of irrigating canals in the whole State and Colorado in that year imported from Kansas and Nebraska 500,000 bushels of wheat, 2,000,000 bushels of corn, 500,000 bushels of potatoes, 1,000,000 bushels of oats and 100,000 tons of hay.

Since 1880 12,000 miles of irrigation canals (i.e., canals actually tapping the streams) and another 12,000 miles of laterals have been constructed at a cost of over \$12,000,000, and under them over 2,000,000 acres are now cultivated, while another 4,000,000 acres are also capable of being irrigated from the same canals, if supplemented by storage reservoirs.

The valley of the Platte and its tributaries (in Arapahoe, Boulder, Jefferson, Larimer, Weld and other counties) has by irrigation been developed into a magnificent farming and fruit country, while the valley of the Arkansas (in Chaffee, Fremont, Pueblo and Otero counties), the valleys of the Rio Grande, the San Juan, the Grand, the White and the Bear rivers are simply in their agricultural and horticultural infancy with certainty of great future.

The average yield of wheat per acre in Colorado is 23 bushels, whereas in North and



Herefords.

South Dakota it is 22, Iowa 20, Kansas 17, Illinois 16½, Nebraska 15, Indiana 14, Ohio 12, Missouri 8.

In 1897 Colorado shipped 800 carloads of flour into Texas alone. The wheat crop of 1897 in Colorado was 5,000,000 bushels of which, within one short period, 500 car loads were exported to foreign countries via Galveston and New Orleans.

The average yield of potatoes in Colorado per acre is from 200 to 250 bushels on irrigated land, whereas in Maine it is 94, Minnesota 92, California 86, Wisconsin 83, New York 80, Pennsylvania 73, and Kansas 66.

From August 1, 1897 to March 31, 1898, 5,500 cars aggregating 66,000 tons of potatoes were carried by the railroads out of Weld, Larimer and Boulder counties, mostly to the Middle and Eastern States, some of them as far East as New York City, 2,000 miles distant.

There are now 100,000 acres planted to fruit in Colorado, of which 60,000 acres are in bearing. The value of the crop of 1897 was over \$5,000,000 estimated as follows: 50 per cent. apples, 25 per cent. peaches, and 25 per cent. cherries, plums, pears, apricots, nectarines, grapes, strawberries and other small fruits.

During 1897 Colorado apples in car load lots were shipped to California, Utah, Nebraska, Iowa, Illinois, Michigan, New York, Pennsylvania and Delaware.

During 1897 the A. T. & S. F. Railroad carried from Otero County 600 cars aggregating 7,200 tons of watermelons and musk melons, mostly to the cities of the Middle and Eastern States.

Denver is the great live stock and fat stock centre for Colorado and the adjoining States and Territories.



An Irrigation Canal.



In the spring of 1898 200,000 head of lambs were fattened in Weld and Larimer counties, which, besides supplying the local market, were shipped to the cities of the Middle and Eastern States, as far as Buffalo, N. Y., fetching the highest current prices.

The total value of the annual product of the agricultural, horticultural and pastoral industries of Colorado exceeds the total value of the annual output of all the gold, silver, copper, lead, iron and coal mines in the State.

The Colorado farmer is learning that more intense cultivation and less land is the true key to successful farming and that a diversity of crops is the best policy.

Farming immigrants from other States in increasing numbers are constantly arriving in Colorado, some in colonies and others individually.

Colorado irrigated farming districts are especially adapted to the growth of sugar beets, the average crop showing sixteen tons to the acre, 15·5 per cent. sugar and 81·6 per cent. purity. By the year 1900 at the farthest, there will probably be \$1,000,000 invested in the sugar beet industry in Colorado.





Overland Park.



By courtesy of Jackson-Smith Photo Co.



A Glimpse of Denver.

DENVER'S MINERAL EMPIRE.

"A land whose stones are iron and out of whose hills thou mayest dig money."

— Deut. viii: 9.

Since 1859 Colorado has produced in gold \$175,000,000, the last few years having witnessed a marked annual increase.

The gold and silver bearing ores of Colorado also carry considerable quantities of copper and lead, and of these two minerals the State has produced since 1859 over \$90,000,000 worth.

Colorado presents, within three days' journey from the Eastern money centres, a gold producing belt over 300 miles long by 100 miles wide, comprising, according to the statistics of the U. S. Mint, more than 20 gold producing counties, every district in which is either on the line of or easily accessible from some railroad from Denver.

The mountains of Colorado contain gold and silver sufficient to pay off the National Debt of the United States and Great Britain, and posterity will be mining gold and silver in Colorado a century hence.

Colorado has 18,000 square miles of coal fields, including anthracite, bituminous, and lignite, as yet only partially developed. The annual coal output of the State rose from 69,997 tons in 1873 to 3,516,960 tons, worth \$5,500,000, and over 300,000 tons of coke, worth \$900,000, in 1897. Over 1,000,000 tons of Colorado coal are shipped annually to Nebraska, Kansas and other States.

At Orient, Saguache County, the iron mines belonging to the Colorado Fuel & Iron Company are producing 700 tons of ore per day, which is all shipped to the works of the Company at Pueblo. The Company has a number of iron mines at other Colorado points



Mining Exchange.

and uses large quantities of manganiferous ores from Leadville. The Company for 1898 has contracts to manufacture \$2,500,000 worth of steel rails, merchant iron, etc., all from Colorado ore.

During 1897 35,000 tons of manganiferous ores were shipped from Leadville to the Illinois Steel Works, Chicago, a distance 1,100 miles, and contracts have been entered into for 1898 to ship 40,000 tons of such ores to the same works, with probability of considerable shipments to Pittsburg, Pa., in the near future.

The production of gold, silver, lead and copper in Colorado in 1897 exceeded by several million dollars the product of the same metals in 1892, which was the most prosperous year known until that time. The decrease in the production of silver and lead has been overcome and the gain added by the increase of gold.

With Colorado taking the lead of all the American States as a gold producer and all the world crying for gold and every nation short of gold, the Colorado gold mining industry will, during the next ten years, double Denver numerically and commercially.

The following table shows Colorado's increasing gold production :

1890 . . .	\$3,636,215.	1894 . . .	\$10,616,463.
1891 . . .	4,016,229.	1895 . . .	15,013,434.
1892 . . .	4,767,880.	1896 . . .	15,110,960.
1893 . . .	5,539,021.	1897 . . .	20,000,000.

The figures prior to 1897 are the official mint returns and those for 1897 are a conservative estimate by the Denver Mint officials.

The daily output of the Florence field is about 2,000 barrels of crude petroleum. Besides supplying Colorado, this field annually ships to Montana, Wyoming, Utah and New Mexico at least \$500,000 worth of petroleum.



The Globe Smelting and Refining Works.

In ordinary times, Colorado building and paving stones by the train load go to Omaha, Chicago, and the cities of the Mississippi Valley.

The following points emphasize the importance of the gold mines to the prosperity of Colorado and Denver:

FIRST:—Gold is in increasing demand. SECOND:—Gold is appreciating in value, as measured in all staple commodities. THIRD:—Gold mining or gold production is free from competition. In every other industry there is a constant effort for supremacy, because there is a limited market, and the more active and strong push their competitors to the wall; with gold mining the demand is unlimited. FOURTH:—Gold is at once marketable and can always be disposed of to the Government. FIFTH:—The price is fixed by law—\$20.67 per ounce. SIXTH:—No drummer has to be employed; there is no hunting for customers; no waiting for a turn in the market and no competition. The miner who, by his own labor, washes out \$50 worth of gold from the gravelly bed of some remote mountain stream, has nothing to fear in the disposal of his product, from any gold mining company with a million dollars of cash capital. SEVENTH:—In consequence of the fall in the price of all commodities and the great improvements and reduced expenses in recent years in the methods of mining and ore treatment, an ounce of gold can be produced in Colorado and the West today with greater profit to the producer than when gold commanded from 60 to 100 per cent. premium. EIGHTH:—Colorado has a belt of 30,000 square miles, stretching from Larimer County in the north to La Plata County in the south, more or less underlaid with gold bearing veins. NINTH:—With the general fall in prices, there is no industry which equals gold mining in inducements for the conservative and profitable investment of capital. TENTH:—Gold mining, on business principles, is by far the most attractive outlet for the vast sums of idle capital now waiting profitable investment, and a



Gold and Silver Bullion at a Denver Smelter.

large flow of such capital from the outside to Colorado is consequently certain. This incoming tide commenced during 1897, and fortunately, as a rule, so far it is being invested with much more intelligence and care than was formerly the case, with consequent greater probability of satisfactory results.

The greatest and richest mines in Colorado today, only a few years ago at most, were undeveloped or but partially developed properties. The rich mines of the future are today awaiting development by a combination of intelligence and capital. Mr. David H. Moffat, President of the First National Bank, Denver, and one of the most successful and largest mine operators in Colorado, says that one million dollars carefully and intelligently invested in development work in the score of new mining districts scattered throughout the state, or in equipping and operating partially developed properties in the old mining districts would, within a very few years, probably result in ten million dollars' worth of additional gold being produced from such properties. Of course, for each property developed into a paying mine, there might be several properties which a comparatively small expenditure would show to be valueless, but taking the average, the prizes would more than pay for the blanks, if the money was invested intelligently. Mr. Moffat has been profitably investing his own money on this basis for many years, so has practised what he suggests and knows whereof he speaks. He has no hesitation whatever in saying that Colorado presents better opportunities for mining than Klondike or any other district in the world. In his own personal mining operations he has never had occasion to go outside Colorado (excepting once into New Mexico) and, in fact, never saw anything elsewhere that presented a better opportunity than is obtainable in Colorado. The great requirement of mining is that it should be entered upon with the same care and judgment, along with sufficient capital, that is required in any other business in order to be successful.



Roasting Furnace.

DENVER'S RELIGIOUS, PHILANTHROPIC AND BENEVOLENT INSTITUTIONS.

"I have lived long enough to know what I did not at one time believe — that no community can be upheld in happiness and honor without the sentiment of religion." — Laplace.

There are 122 church buildings in Denver, with corresponding auxiliaries such as Y. M. C. A., Y. W. C. A., and similar institutions.

No city of its size in America excels Denver in the number of people who do not consider the Almighty Dollar the be-all and end-all, but who, heeding the calls of humanity, devote time, thought, and money to philanthropic and benevolent work in which there is no pecuniary reward.

The number in Denver is legion of secret and other societies on general lines, in which the primary object is a provision for sickness and death, the income being provided by the monthly contributions of the members.

For the care of the sick the three hospitals—St. Anthony's (conducted by the Sisters of St. Francis); St. Luke's (Protestant); and St. Joseph's (conducted by the Sisters of Charity), all occupying commodious buildings, are doing a noble work at cost, and in some cases at less than cost; as also is the Denver Homœopathic Hospital.

The County Hospital, supported by public taxation, takes care of impecunious patients, and the Union Pacific Railway Hospital makes a specialty of railroad employes' accident cases.

For a limited number of the ever increasing arrivals of semi-invalids of moderate means, attracted to Denver by the climate, there is accommodation at cost price in the magnificent "Home."



St. John's Cathedral and Interior.

For general charitable work the Charity Organization Society has a field bounded by no sect, but comprising all. It has a central office from which all applications for assistance are investigated and such assistance rendered as the case calls for and the funds justify.

The Charity Organization also includes the Denver Orphan Home, St. Vincent's Orphan Asylum, the Ladies' Relief Society, the House of the Good Shepherd, the Day and Night Nursery, the Tabernacle Free Dispensary, the Children's Home Society, St. Luke's Hospital, St. Joseph's Hospital, Hebrew Ladies' Benevolent Society, North Denver Charity Organization Society, Denver Flower Mission, Florence Crittenden Mission, Florence Nursery and Maternity Home, W. C. T. U. Mission, Colorado Humane Society, Denver Homœopathic Free Dispensary, and the Working Boys' Home.





Unity Church—Trinity Methodist Episcopal Church.

REPRESENTATIVE DENVER CITIZENS BORN IN VARIOUS STATES.



GEORGE W. VALLERY, (Nebraska),
General Agent Burlington Route.

HENRY M. PORTER, (Pennsylvania),
Capitalist.

MAJOR CLAYTON PARKHILL, (Pennsylvania),
Surgeon General First Colorado Regiment.

MAJOR S. K. HOOPER, (Indiana),
General Passenger Agent Denver & Rio Grande Railroad.

COLONEL GEORGE ADY, (Ohio),
General Agent Passenger Dep't Union Pacific Railway;
Ex-Commander Colorado Commandery;
M. O. Loyal Legion, U. S. A.

WILLIAM H. KISTLER, (Illinois),
Merchant.

REPRESENTATIVE DENVER CITIZENS BORN IN VARIOUS COUNTRIES.



JOHN F. CAMPION, (Prince Edward's Island, Canada),
President Denver Chamber of Commerce.



RICHARD PEARCE, (Cornwall, England),
Metallurgist Boston and Colorado Smelting Co.;
British Vice Consul.



MAX KUNER, (Bavaria),
Manufacturer.



THOMAS M. PATTERSON, (County Carlow, Ireland),
Lawyer and Journalist.



HUGH BUTLER, (Lanarkshire, Scotland),
Lawyer.



DENNIS SHEEDY, (County Cork, Ireland),
President and General Manager Globe Smelting & Refining Co.
President Denver Dry Goods Co.;
Vice-President Colorado National Bank.

DENVER A COSMOPOLITAN CITY.

*Then from a mixture of all kinds began
That het'rogenous thing — a Denver man.
Fate jumbled them together, God knows how;
Whate'er they were, they're all for Denver now.*

— Defoe (*slightly varied.*)

Denver, judged by the nativity of her citizens, is one of the most American cities in the Union, and at the same time a cosmopolitan community.

The following figures from the U. S. Census of 1890 show the percentage of American born citizens of various cities:

Denver, . . .	76·14	Newark, N. J. . .	69·44	Cleveland. . .	62·85
Cincinnati, . .	75·95	Pittsburg, . . .	69·29	Milwaukee, . .	61·08
Alleghany, . . .	75·18	Brooklyn, . . .	67·54	Detroit . . .	60·31
Omaha, . . .	75·05	Jersey City, . .	67·27	St. Paul, . . .	60·06
St. Louis, . . .	74·57	Buffalo, . . .	65·00	Chicago, . . .	59·02
Philadelphia, .	74·26	Boston, . . .	64·73	New York, . . .	57·77
Rochester, N.Y.	70·29	Minneapolis, . .	63·24	San Francisco	57·59
Providence, R.I.	69·45				

According to the U. S. Census Report for 1890 Denver had 106,713 inhabitants (now 165,000) of whom 81,249 were native born Americans and 25,464 were foreign born.

Of the 81,249 native born Americans only 15,282 were born in Colorado, being children and young people.

The following figures from the U. S. Census Reports of 1890 show where the bulk of the population of Denver originally came from:



Equitable Building.

New York, . . . 8,545	Indiana . . . 3,093	Kentucky, . . 1,596
Illinois, . . . 7,623	Kansas, . . . 2,662	Nebraska, . . 1,381
Ohio, . . . 6,731	Massachusetts, 2,148	Maine, . . . 934
Pennsylvania, 5,477	Michigan, . . 2,021	Virginia, . . 855
Iowa, . . . 4,899	Wisconsin, . . 1,963	Connecticut, . 807
Missouri, . . 4,577		

and the remainder from other states.

The nativity of the 25,464 foreign born citizens of Denver in 1890 was:

Germany, . . . 5,373	Ireland, . . . 4,216	Canada, . . . 2,672
Great Britain, 5,061	Sweden, . . . 3,622	Italy, . . . 608

and the remainder from other countries.

It is only just to state that quite a number of these foreign born citizens came to this country in early childhood and are as American in sentiment and principle as if their ancestors had come over in the Mayflower.

The eleven pages of portraits scattered through this book comprising sixty-six representative Denver citizens, men and women, and giving the state or country of their nativity, amply demonstrates the truly cosmopolitan character of Denver as a community.

The average citizen of Denver is ahead of the average citizen of the United States, for the reasons: 1. The persons who voluntarily left their former homes and came West, as a rule, were more enterprising than those who remained. 2. Many people of culture and position migrated to Denver on account either of their own health or the health of some member of the family. 3. The migrating so far West involved the possession of financial means on the part of the emigrant and has ever had a tendency to deter the very poor and shiftless who, whether native or foreign born, consequently remain on the Atlantic seaboard.



Business Blocks.



Masonic Temple.



By courtesy of Wm. Cooke Daniels.

A Busy Day on Sixteenth Street.



Night Scene on Sixteenth Street.



Brown Palace Hotel.



Tabor Grand Opera House.

REPRESENTATIVE DENVER CITIZENS BORN IN VARIOUS COUNTRIES.



WILLIAM H. JAMES, (Monmouthshire, England),
Superintendent Omaha & Grant Smelting Co.

DAVID MAY, (Germany),
Merchant.

J. K. MULLEN, (County Galway, Ireland),
President and General Manager Colorado Milling
and Elevator Company.

PHILIP ZANG, (Wurtemberg),
Brewer.

OSCAR REUTER, (Bavaria),
Lawyer.

OTTO MEARS, (Riga, Russia),
Builder of Tollroads and Railroads.

DENVER HOMES.

"The glory of a country is in its homes, which contain the true elements of national vitality." - Henry Ward Beecher.

Denver is pre-eminently a beau ideal city of beautiful homes, whether large or small, equipped with all modern conveniences as to water supply, lighting, transportation, sanitation, etc. Moreover, probably more people own their homes in proportion to the population than in any other American city.

The City of Denver comprises forty-nine square miles of territory; has 820 miles of streets of the general width of 80 feet, of which $11\frac{3}{4}$ miles in the business centre are paved with asphalt, and nearly $2\frac{1}{2}$ miles with stone blocks, with ten additional miles of asphalt paving in contemplation. There are hundreds of miles of stone sidewalks and 227 miles of sewers.

The Denver Union Water Company has 400 miles of water mains within the city limits and supplies 200 gallons of water per capita per day.

The Denver Consolidated Gas Company has 8,000 meters in use, representing over 5,000 establishments or homes, and has 78 miles of gas mains.

The Denver Consolidated Electric Company has 3,300 consumers and several thousand miles of wire.

The Colorado Telephone Company has 2,145 subscribers in Denver and 2,447 additional subscribers in the mining and other districts of Colorado and New Mexico, all therefore within call of Denver people.



A Few Homes.

Denver has 150 miles of electric and cable street railways, which during 1897 carried 19,000,000 passengers and the cars traveled in the aggregate 6,000,000 miles.

Denver has better water, lighting, telephone and street car accommodations than any other city of its population in the United States or in the world.

Such abnormal accommodations have had the effect of making homes in the outskirts and suburbs convenient and accessible, of expanding the available area of the city, of preventing the crowding of people into congested districts, and have been most important factors in preserving the good sanitation and determining the special features of the city.

Denver is a city of brick and stone, where frame houses are no longer built. The superiority of the local pressed brick and the wide range of building stones, readily accessible in the adjacent mountains—lava, sandstone and granite of many colors and tints—have furnished architects and builders with superior materials to select from.

The architects of Denver are not surpassed anywhere for professional ability, and with the advantage of the wide range of superior local materials and the wealth and taste of their employers, have produced houses, whether large or small, in many styles, especially adapted to the sunny, dry climate and pure atmosphere until “a Denver home” is synonymous with elegance, comfort and convenience.

Moreover, Denver homes, in the majority of cases, are detached, furnished with wide porches and verandahs, and surrounded by green lawns, shade trees and shrubbery, for life in the open air is possible in the lovely climate of Denver for the greater portion of the year. The streets of the residence districts are usually lined with avenues of beautiful shade trees and many of them are “parked” by a wide strip of lawn on each side of the centre of the street.



The Kountze Residence.



A Denver Home.



REPRESENTATIVE DENVER WOMEN.



Mrs. JOHN L. McNEIL, (Pennsylvania),
Chairman Bureau of Information, Biennial Convention
of Women's Clubs.



Mrs. SARAH S. PLATT, (Vermont),
President Woman's Club.



Mrs. E. M. ASHLEY, (Ohio),
State Correspondent of Woman's Clubs.



Mrs. N. P. HILL, (Rhode Island),
Colorado Vice-Regent of the Mount Vernon Ladies'
Association of the Union.



Mrs. J. B. GRANT, (Illinois),
President Biennial Board of Woman's Clubs.



Mrs. CARRIE O. KISTLER, (Texas),
Member of the Board of Education.

DENVER AS A TOURIST CENTRE.

"I have been in Colorado probably twenty times and I never tire of the State. I enjoy the atmosphere, the beautiful sunshine, the exhilarating effects of the climate and the beautiful scenery of the mountains." — *Hon. Lyman J. Gage, Secretary of the U. S. Treasury, Washington, D. C.*

"I had been quite well informed of the resources of Colorado, but a personal visit gives a more vivid and clear understanding. Certainly, Colorado, of all the States carved out of the great West, has the most varied and apparently inexhaustible resources. The people of Colorado are very cordial to tourists and visitors." — *Hon. James H. Eckels, Ex-Comptroller U. S. Treasury, Washington, D. C.*

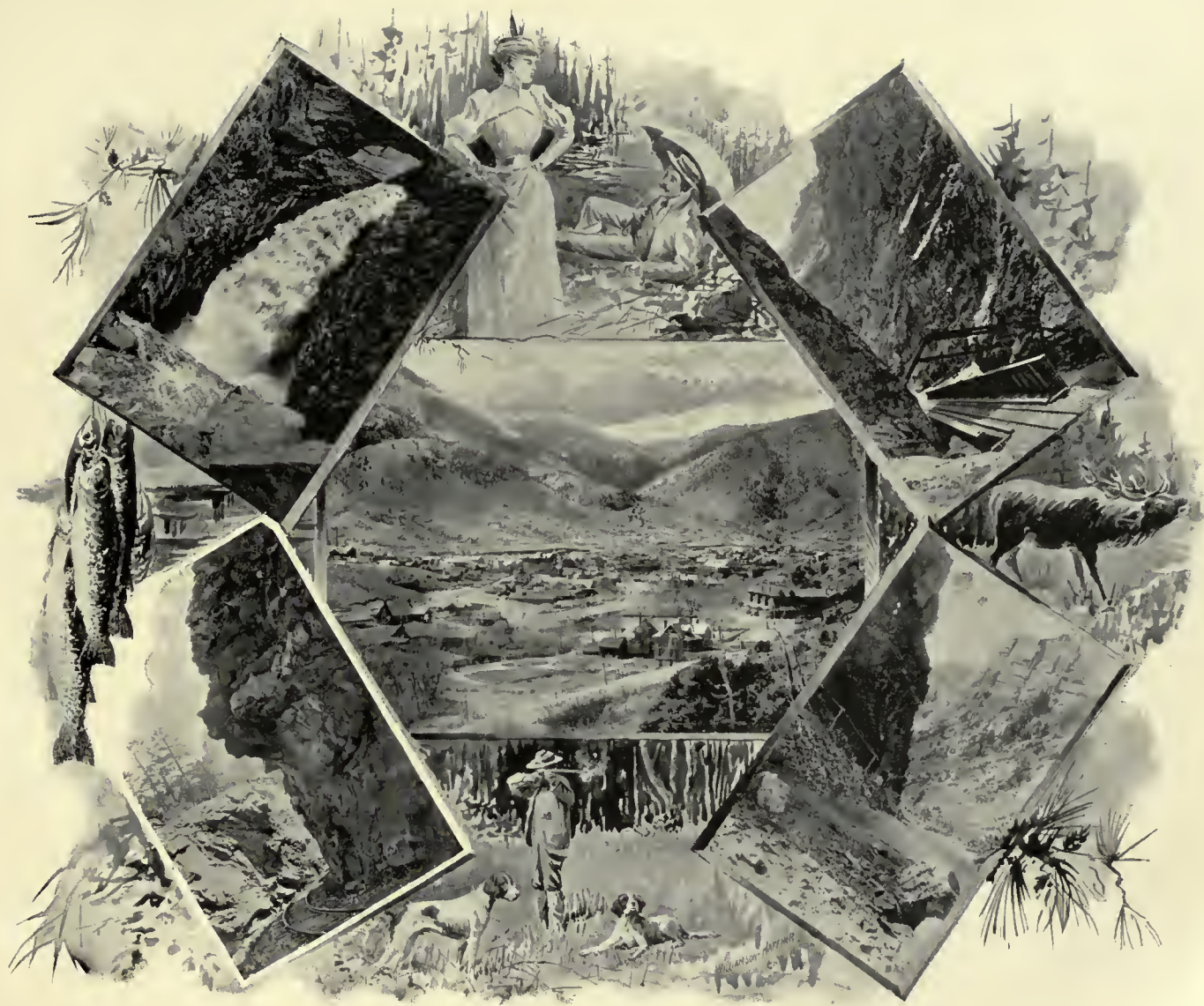
Colorado is the Switzerland of America for sublime mountain scenery, curative mineral springs and picturesque health and pleasure resorts, with the addition, however, of phenomenal gold mines and wonderfully productive farming and fruit growing districts.

The following are some of the tours which can be made with absolute comfort and at moderate cost, by railroad, from Denver (altitude 5,196 feet).

OVER THE UNION PACIFIC, DENVER & GULF SYSTEM.

To Golden; up the wildly grand canon of Clear Creek, through Idaho Springs (7,543 feet) with its mines, mills, mineral springs and bath houses; to Georgetown (8,476 feet); over the world famed "Loop" to Silver Plume (9,176 feet), near the foot of Gray's Peak (14,341 feet); returning over the same route.

To Golden; Forks of the Creek and Central City, (8,503 feet) the centre of the oldest mining district in the State; thence by stage coach to Ward; thence by Colorado & Northwestern Railroad to the charming university city of Boulder; thence by railroad to Denver.



Where We Recreate.

"Round the Horn," i. e., to Greeley, Fort Collins, Loveland, Longmont, Boulder and thence to Denver. This is the oldest and most productive farming section of Colorado with numerous orchards between Fort Collins and Boulder.

Up the romantic Platte Canon to Kenosha Summit (10,130 feet), down into and through the South Park, across the valley of the Arkansas, piercing the crest of the Continental Divide at Alpine Pass (11,590 feet), down the gorge of Quartz Creek to Gunnison, the whole constituting the grandest one day railroad ride in Colorado. The tourist can, however, at Como in the South Park take the other branch of the railroad over Boreas Pass (11,470 feet) to Breckenridge and thence to Leadville (10,025 feet) "the Cloud City."

OVER THE DENVER & RIO GRANDE RAILROAD.

To Colorado Springs and Manitou "the Saratoga of the West;" to Pueblo, "the Pittsburg of the West," with medicinal springs and baths; to Florence, the petroleum centre of the State (from which point the tourist can take the Florence and Cripple Creek Railroad for "the richest gold camp, for its size, on earth,"—Cripple Creek); from Florence to Canon City, embowered in orchards, with mineral springs equal to those of Vichy, France; through the world famed "Royal Gorge" to Salida and Buena Vista with its celebrated hot springs; thence to Leadville; to Glenwood Springs "the Kissingen of America," with palatial hotel and bath houses; thence to Grand Junction, celebrated for peach orchards and vineyards; or, branching off at Salida: over Marshall Pass (10,852 feet); through the awe-inspiring "Black Canon of the Gunnison" to fruit growing Montrose; thence through "the Golden San Juan," a combination of magnificent mountain scenery and mineral treasure vaults, including the towns of Ouray (7,654 feet); Telluride (8,756 feet); Rico (8,737 feet); Silverton (9,224 feet); and Durango (6,520 feet); returning via the great agricultural San Luis Valley (7,500 feet) as large as Connecticut.



Out Door Life.

OVER THE COLORADO MIDLAND RAILWAY.

Via Colorado Springs and Manitou up Ute Pass to Divide (where the Midland Terminal Railroad can be taken to Cripple Creek); thence through South Park to Leadville; thence over Hagerman Pass (11,528 feet) to Glenwood Springs and Grand Junction.

OVER THE ATCHISON, TOPEKA & SANTA FE RAILWAY.

To the wonderful melon and fruit growing districts of the Arkansas Valley at Rocky Ford, Manzanola, and other places.





Photos from Life — Elitch's Gardens.



The King of the Gardens.



Scenes at Manhattan Beach.

REPRESENTATIVE DENVER CITIZENS.



PROF. GRACE ESPEY PATTON, (Pennsylvania),
State Superintendent of Public Instruction.

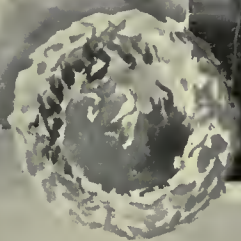
MISS MARTHA A. PEASE, (Maine),
Chairman Equal Suffrage Association, 1893, when
woman's suffrage was granted.

MRS. J. M. CONINE, (New York),
President North Side Woman's Club; ex-member
of the Colorado Legislature.

VERY REV. H. MARTYN HART, (Yorkshire, Eng.),
Dean of St. John's Cathedral.

MRS. RACHEL G. APPEL, (Missouri),
President Denver Section of Jewish Women's Council.

THOMAS TONGE, (East Cheshire, Eng.),
Journalist.



Fairmount.—God's Acre.—Riverside.

REPRESENTATIVE DENVER CITIZENS.



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COLORADO VERSUS SWITZERLAND.

Switzerland, "The Playground of Europe," is visited annually by over fifty thousand European and over fifteen thousand American tourists and invalids, its attractions being: (1) Mountain scenery; (2) Good climate; (3) Mineral springs. On all three points Colorado is superior to Switzerland, and has in addition mining, farming, fruit growing, and the finest hunting and fishing. Let us briefly consider these matters seriatim.

MOUNTAIN SCENERY.

While the Alps have isolated peaks such as Mont Blanc (15,781 feet), and the Matterhorn (14,836 feet), the mean elevation of the highest Alpine chain is only from 8,000 to 9,000 feet. Colorado possesses more than 120 peaks of over 13,500 feet altitude, of which no fewer than thirty-five peaks range from 14,000 feet upwards. This is about ten times as many as there are in the whole of Europe.

The highest village in Europe is Avers Platz, in Switzerland (7,500 feet); the highest inhabited point in Europe is the Hospice of St. Bernard, in Switzerland (8,200 feet). In Colorado the mining town of Leadville is 10,200 feet above sea level, and other mining camps are still higher, and some mines are worked at over 12,000 feet altitude.

The highest wagon road in Europe is said to be the Stelvio Road, in Switzerland, (9,170 feet). In Colorado the Denver, Leadville & Gunnison Railway crosses the "Crest of the Continent" at Alpine (11,596 feet), and at Boreas (11,470 feet); the Denver & Rio Grande Railroad at Fremont Pass (11,328 feet), Marshall Pass (10,752 feet); and the Colorado Midland Railway at Hagerman Pass (11,528 feet). Switzerland does not possess, even in the St. Gothard line, any railroad engineering surpassing, if equalling, the above railroads. There are wagon roads over numerous passes in Colorado ranging from 12,000 feet upwards, the highest being Mosquito Pass (13,700 feet).



By courtesy of the Jackson-Smith Photo Co.

Mount of the Holy Cross.

In Switzerland the cog railroad from Vitznau to the Summit of the Rigi Kulm (5,900 feet) has a length of four and one-half miles, in which the ascent is 4,072 feet. In Colorado the cog railroad from Manitou to the summit of Pike's Peak (14,147 feet) has a length of eight and three-quarter miles in which the ascent is 8,100 feet, or an average of 846 feet per mile, the maximum grade being 1,320 feet.

One class of Switzerland's finest scenery is along the Via Mala, the Schyn Pass and Urnerloch. In Colorado, on the Union Pacific, Denver & Gulf Railroad, Boulder Canon and Clear Creek Canon, with the famous Loop; on the Denver & Rio Grande Railroad, the Canon of the Arkansas with the Royal Gorge, the Black Canon of the Gunnison, the Toltec Gorge, the Canon of the Rio de las Animas; on the Colorado Midland Railway, Eleven Mile Canon and Hagerman Pass; and on the Denver, Leadville & Gunnison Railroad, Platte Canon, Quartz Creek Gorge, each traversed by the railroad, are all much longer, quite as grand, and more varied in character than the best in Switzerland.

CLIMATE.

In Switzerland 8,500 feet is the usual line of perpetual snow. In Colorado "timber line" is 11,000 feet.

Davos Platz (5,200 feet), in Switzerland, is unquestionably the most desirable of the high altitude health resorts in Europe. At that place there is a growth of pine trees and dwarf willows; trees and plants of less hardy character requiring careful winter protection, while potatoes and rye mature with difficulty. At Davos Glaris (4,900 feet), in Switzerland, cherry trees blossom but cannot ripen fruit. In Colorado, near Denver, (5,196 feet), there are large and very fruitful orchards and market gardens; grapes, tomatoes and watermelons are a field crop, while in the San Luis Valley (7,500 feet) are hundreds of thousands of acres of cultivated farms producing phenomenal crops of wheat, oats, barley, potatoes, etc.



Green Lake. (Near Georgetown.)

Colorado, as compared with Davos Platz, has a higher average temperature, much less rainfall and humidity, and about twice the hours of sunshine.

In Colorado, at Denver, in a given period, one month for instance, there will be twenty-eight good days; at Davos only twenty. In Colorado, during the shorter days of winter, the invalid may enjoy eight hours of sunshine; at Davos only four and one-half hours.

In early spring, as soon as the snow begins to melt, invalids are compelled to leave Davos, while at Denver they may remain with benefit throughout the entire year.

Davos, with all its drawbacks, is unquestionably the most desirable of the high altitude resorts in Europe, in the judgment of the leading climatologists, but is much surpassed by Denver and other places in Colorado.

Davos Platz has not the elements of a permanent cure which are, however, found at Denver and other Colorado points.

MINERAL SPRINGS AND RESORTS.

The mineral springs of Colorado, as shown by a scientific comparison of the analyses, are wider in range and superior in curative properties than those of Switzerland, while many of them equal and others surpass some of the most famous of the mineral springs found in France, Germany and Austria, such as are used, under the highest medical advice, by the autocrats and plutocrats of Europe.

For combination of scenic attractions, climatic advantages and curative mineral waters many of the health resorts of Colorado are superior to Davos, St. Moritz, Ragatz, Leuk, Alveneu, Pfaffers, or any other Swiss health resort, and as the special attractions of Colorado in this respect become better known and realized, the State will increasingly be "The Playground of America."



Torrey's Peak. (Visible from Denver.)



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